

# THE WORLD

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clous activity. He is almost the last survivor of the Dark Ages of Republican politics, but in the language of that burlesque opera, to which he more properly belongs, "He never will be missed; he never will be missed."

## PRACTICAL HEROISM.

There are occasions when everybody feels proud of human nature. One of these is the rescue of a crew of eleven men from the bark Martha P. Tucker, of this city, which went ashore one mile west of the life-saving station at Point Lookout during the severe storm of yesterday morning.

The life-saving crew do not go on duty until Sept. 1. So Capt. Andrew Rhodes, of the station, was alone when the bark was discovered ashore at 7 o'clock yesterday morning, a wreck, with eleven helpless men clinging to the bowsprit, the vessel having broken in half and the stem gone to pieces.

Alone, that is to say so far as the crew of life-savers was concerned, but happily, not without noble companions. The captain's fifteen-year-old daughter, Mrs. James H. Rhodes, and her son, a lad of nineteen, and Mrs. Emma Mary Mosman, a widow at present, she ought not to be one long had gone over to the station with him to look at the big breakers as they rolled in.

Instantly the women insisted on becoming active. The captain, assisted by the captain, young Kelly, Captain Van Nieuwen, of Long Beach station, and an Italian who had hurried to the spot, they hauled out and "manned" the surf boat as bravely as a crew of eight men could have done. The little cannon was fired and a line, drawn through the air, fell directly within the reach of the nearly exhausted shipwrecked men.

This was not the only exhibition of disinterested heroism. The line was made fast by the shipwrecked crew, and the first person sent over it by the breeches buoy was the fourteen-year-old cabin boy of the bark, nearly exhausted. The last man to leave the wreck was the captain, George Mitchell, of Brooklyn, and he was nearly lost by being struck by a great billow and turned overboard. When hauled ashore it took some time to restore him to consciousness.

All honor to these three noble women, who worked with blisters and bleeding hands until their grand work was accomplished. All honor to Capt. Rhodes and his companions. All honor to the commander of the wrecked bark, who sent first his young cabin boy and then all his sailors ashore before he sought safety himself. Such acts of heroism make us feel proud of human nature.

## PLAYING BECOND FIDDLE.

In his remarks in the Senate yesterday in support of Senator Stewart's resolution of censure against the president, Senator Hill said, "I take the same position now as I took the other day."

This statement is perfectly accurate. Yesterday the Senator from New York took the position of second fiddle to the Senator from Nevada in an indirect assault on the credit of the government and the propriety of the country. "The other day" he took the position of second fiddle to Senator Peffer in an indirect assault on the management of the New York banks, and on the financial stability of the vast interests they are protecting.

If the senior Senator from New York proposes to enlist for the campaign on the side of the silver cranks, he owes it to the dignity of the great State to which he represents to take a higher position than merely seconding the vagaries of a Peffer or a Stewart. In that dissonant and cacophonous orchestra he should play first fiddle or not play at all.

## THE AUGUST CYCLONE.

The storm that swept over the city yesterday was of unusual severity. It might be supposed that wind travelling at the rate of fifty-four miles an hour, and for hours varying from that down to thirty miles, would have caused much destruction and damage in a city crowded with craft of all descriptions. But although the tide was unusually high and the big waves looked angry and threatening, the excellence of the harbor and the warning received by the shippers prevented any serious losses.

The storm came near doing the work the Mayor and other city authorities have neglected, and clearing the Battery Park sea wall of the illegal obstructions allowed to exist there by the barge, private individuals and favored corporations. Unfortunately, however, the only persons damaged were to the public floating bath, which has some excuse for being there, while the private bath and other obstructions escaped.

The accounts of death and disaster that reach us from other localities grow more and more deplorable as the details are ascertained. The Southern track of the storm is marked by horrors. In South Carolina, Georgia and all along the path of the cyclone, the loss of life and property is appalling. The destruction of property will doubtless be great. Again the people of New York have occasion for thankfulness for their escape from the terrible calamities by which other parts of the country are afflicted. A few wrecked boats, some blown down and some unsafe buildings unroofed or toppled over, will cover our damage while people sleep quietly in their beds, not dreaming of the violent character of the tempest.

It is to be hoped that these visitations will now cease. They have been unusually severe and destructive this year.

## A BAD PIPE.

The General Manager, E. R. Reynolds, and the General Superintendent, William H. Blood, of the Long Island Railroad, are making an "investigation" of the Berlin massacre on that fatal road.

Mr. Reynolds declares that "no amount of foresight on the part of the company would have prevented" the slaughter, and that no one is to blame. He pronounces the harsh criticisms of the newspapers "unfounded for and unjustified."

Mr. Reynolds gives us the reasons for his conclusions, the alleged facts that the road is "double tracked" and "protected by a block system" that the engines, cars and equipments of the slaughter-trains were "first class in every respect" that the "motives were intelligent men, properly coached" and "apparently entirely competent" and that "similar accidents have happened on all railroads."

Manager Reynolds proves a little too much for the good of his own case. The facts he alleges, if they are facts, are

reasons why the massacre and mutilation should not have taken place, and not justifications for its occurrence. They prove that no such disaster ought to have been possible and could only be due to the most criminal carelessness, neglect and indifference on the part of the employees. They excite the suspicion that those in charge of the trains could not have been in a condition to benefit by all the advantages and safeguards on which the manager endeavored to rely. They show that the Manager and General Superintendent is a farce. It is like setting a criminal to investigate his own offense. It will be a cruel outrage on the bereaved and the mutilated, a shameful disregard for the public safety, if a proper investigation does not take place in a court of justice, and if the persons responsible for the terrible massacre are not punished.

## FIGHTING STARVALTOS.

The battle against hunger is being fought bravely by "The World's" Free Bread Army. Nearly eight thousand loaves were distributed yesterday. Eight thousand hungry souls were fed. The fund reached already forty-seven thousand loaves, and the contributions still range from two loaves to two thousand, proving how deep and wide-spread an interest is taken by the people in the movement.

The food done by the Free Bread distribution cannot be overestimated. In one case reported yesterday relief came too late, for a poor woman died whose death is attributed by the doctors to actual starvation.

The advantage of "The World's" practical and reliable system of relief is that it defies inspection, brings aid to those who are in actual and immediate need, searches out cases of suffering that would otherwise remain concealed and unknown until death put a stop to them, and is free and open to all without discrimination or restriction of any description.

One up the heaven. Let them reach a mountain of more than one hundred thousand. They are all needed.

Girls who don't know what they're doing when they get married are becoming catfishes. A fair backwater belle who insists that she was drugged last Saturday night and taken to a parson and made a wife. The girls who have to be dragged into matrimony are mighty few these days.

Are women good life-savers? We should say so. Three of them took a hand in rescuing a shipwrecked crew at Point Lookout yesterday, and every woman worked like a little man. Hurrah for the sex that can not only save life, but that glides it daily with a thousand joys!

Coney Island had a big blow Monday night, and it had several ideas left. It had a big blow Monday night, and it had several ideas left. It had a big blow Monday night, and it had several ideas left.

That man who bought a saloon in East Sixty-seventh street and took a drink of his own liquor and had a knock-out on a deep couch by it will have enough hereafter to do his drinking in somebody else's saloon.

Theatre managers will dance with joy today. When the mercury goes down the box office receipts go up.

## PLANS FOR RAPID TRANSIT.

Commissioner Bushe's Route to Be Discussed This Afternoon.

Commissioner Bushe's resolution providing for a new and independent elevated railroad for the west side will come up for discussion at the meeting of the Rapid Transit Commission this afternoon.

It was not considered at last week's meeting owing to the absence of Commissioner Homan, who had gone to Chicago. Mr. Homan, it was said at his office this morning, had returned from the West, and would attend the meeting this afternoon.

It is understood that Commissioner Bushe's plan is to build a new line from the city to the west side, and that he will bring them forward this afternoon. These include lines for both the east and west sides.

President Hildway, of the Manhattan Railway Company, has returned to the city from his vacation trip, but he has not yet been seen at his office.

The Board of Aldermen will receive a number of applications from persons who wish to have a hearing on new plans for rapid transit, and will also receive a number of companies which will be willing to undertake the construction of new lines.

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## \$10,000 NOT FAR OFF

Amounts to \$9,271.59.

## The Sick Babies' Fund Now

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